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THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1974

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MASSACHUSETTS AERONAUTICS COMMISSION

1974 ANNUAL REPORT

In our 1973 report we said that one of our jobs in 1974 would be to prepare legislation to carry out recommendations of the Massachusetts Airport System Plan in consultation with affected communities, organizations, and citizens. Perhaps the most timely of these recommendations is for an airport noise impact policy with dated goals for the reduction and ultimate elimination of such impact. A study, with the help of the internationally known noise consulting firm of Bolt, Beranek and Newman, is well underway to determine just what the situation is now at nine representative airports; what can be done about the noise impact at those airports using both operational procedures and intelligent surrounding land utilization; and what enabling legislation is necessary so we can apply what is learned to all of our airports. The Massachusetts Airport Noise Study Advisory Group (MANSAG) chaired by Assistant Secretary of Transportation and Construction Peter Metz, is being involved in all aspects of the study and is our primary link with concerned communities and citizens.

We also predicted that the federal government would propose delegation to the states of some federal responsibilities in the administration of the federal Airport Development Aid Program. The Administration is doing this, to an even greater extent than we thought at the time, in its recommendations to the Congress for a five year extension of the program which expires on June 30th of this year.

In addition to its routine activities in airport and navaid planning, maintenance and development, accident investigation, safety investigation, safety enforcement, and the operation of an airplane and helicopter, the Commission during the year —

- Arranged for a U.S. Coast Guard mandatory ship reporting system making it possible to use more of runway 4R at the Boston-Logan Airport and thus equip it for CAT II approaches.
- Participated extensively in CAB proceedings which resulted in an entirely new deal for local air service in Massachusetts and New England.

We started and ended the year with ten employees and five commissioners.

AIRPORTS AND NAV AIDS

We issued certificates of approval for commercial operations for 24 municipal airports, 29 privately owned airports, 5 privately owned seaplane bases, one privately owned heliport, and one privately owned balloonport.

In addition we registered 78 private use landing areas, 32 private use heliports, and 18 private use seaplane bases.

Airport master plan studies at Chatham, Lawrence and Nantucket were completed during the year, all federal and state financed. Studies are to be completed in 1975 at Hyannis, Turners Falls and Ayer (Fort Devens).

Master plan studies are to get underway in 1975 at New Bedford and Fall River. A study of Westover Air Force Base is also expected to get underway under a joint venture deal

Airports and Nav aids (continued)

between the MAC and the Commission on Federal Base Conversion. The study will concern itself with the potential joint use, civil and military, of the Westover facility.

Airport Improvement projects were completed —

With 100% state funding

Installed a state financed radio beacon to provide a runway 29 instrument approach at Worcester.

With 75% federal, 20% state, and 5% local funding

<u>Beverly</u>	Resurfaced aircraft apron; rehabilitated lighting on runway 16/34; and installed new lighting on runway 9/27.
<u>Hyannis</u>	Installed safety and security fencing and terminal area security lighting and cleared safety areas on runway 6/24.
<u>Lawrence</u>	Crack filled and slurry sealed runway 5/23.
<u>Martha's Vineyard</u>	Reconstructed runway 6/24 and parallel taxiway.
<u>Nantucket</u>	Repaired and resurfaced runway 15/33; reconstructed 1200 ft. of runway 24 and constructed stub taxiway to terminal area.
<u>New Bedford</u>	Repaired and replaced obstruction lighting; installed safety and security fencing and constructed additional aircraft parking apron.
<u>Provincetown</u>	Installed omni-directional approach lights for runway 7.
<u>Plymouth</u>	Acquired 157 acres of land for the prevention of incompatible use.
<u>Taunton</u>	Constructed additional aircraft parking apron.
<u>Worcester</u>	Reconstructed access road; installed emergency electrical power cables, safety fencing and terminal apron security lighting.

Airport improvement projects to be completed in 1975 —

<u>Beverly</u>	Tree clearing for line of sight for new control tower; demolition of old control tower and relocation of lighting controls to new tower.
<u>Fall River</u>	Lighting runway 6/24, including VASIs, for runway 24; clearing approach zone to runway 24 and rehabilitating taxiway lighting.
<u>Hyannis</u>	Rehabilitating lighting on runway 6/24, including VASIs, for runway 6; acquiring land for runway 33 clear zone and terminal area security fencing.

Airports and Nav aids (continued)

<u>Mansfield</u>	Paving 1800 ft. of taxiway.
<u>Martha's Vineyard</u>	Reconstructing access road.
<u>New Bedford</u>	Rehabilitating runway 6/24 lights; taxiway lights, apron security lighting; terminal area security fencing; and repairing and replacing obstruction lighting, Hoosac stack.
<u>Provincetown</u>	Preparing environmental impact statement for extension to runway 7 (500 ft.); constructing additional aircraft parking apron; safety and security fencing and security lighting.
<u>Plymouth</u>	Lighting runway 15/33 and installing approach lights, runway 6.
<u>Westfield</u>	Reconstructing runway 15/33 and installing safety and security fencing.
<u>Worcester</u>	Rehabilitating runway 15/33 lights and installing REILs and VASIs.
<u>Lawrence</u>	Partial ILS for runway 5.

Airport improvement projects have been submitted for FAA participation at —

<u>Lawrence</u>	Additional aircraft parking aprons and access road (north side of airport); crack repair and slurry seal runway 14 (2000 ft.).
<u>New Bedford</u>	Perimeter safety fencing.
<u>North Adams</u>	Repair and overlay runway 11 (600 ft.) including taxiway; and crack fill and overlay terminal apron.
<u>Plymouth</u>	Parallel taxiway to runway 15/33.
<u>Worcester</u>	Crack fill and overlay terminal apron and general aviation apron; perimeter fencing; cargo area apron and taxiway to runway 15.

Completion is expected in 1975-'76.

OPERATIONSRegistrations

At the end of 1974 we had registered 2029 aircraft. This compares with 2055 aircraft during the 1972 registration period. During 1973 we registered airmen for a one year period instead of the usual two years. We are now back to the two year schedule with 3587 registrations for the first half. During the final month of 1974, the Commission changed the registration regulations to exclude the airman registration fee.

Inspections

201 inspections of various types were made at airports, heliports, seaplane bases, parachute jump centers and a balloonport. This compares with 350 similar inspections during 1973. The marked decrease is a result of the new cooperative FAA/MAC inspection system whereby exchange of inspections is accomplished.

Operations (continued)Managers

63 Airport Managers were licensed in 1974. This is the same as the 1973 figure.

Accidents

The 1974 accident totals were an improvement over the 1973 figures. In 1974 we recorded a total of 66 accidents, 9 of which were fatal. These 9 fatal accidents involved a total of 14 people killed. One of the accidents involved a parachutist and one involved a civilian driving an automobile which was struck by a military jet. The others were all occupants of aircraft. In addition to the fatal accidents, 18 of the total 66 accidents involved personal injury to one or more occupants of the aircraft involved.

In 1973 we recorded a total of 71 accidents, 14 of which were fatal involving 108 people. This figure was exceptionally high because of the 89 involved in the one Delta accident. The percentages show that 54% of the 1974 accidents occurred during landing or takeoff.

Financial Responsibility

In the 19th year since enactment of the Financial Responsibility Act, 4 cases required action. No suspensions were necessary.

Disciplinary Action

444 complaints were received and investigated resulting in 426 disciplinary letters and seven prosecutions in district court. All of these prosecutions resulted in either stiff fines or high court costs assessed to the defendant.

The courts continue to take a hard look at violations of aeronautical law.

Lectures

Operations personnel continue to give lectures on aeronautical regulations, law, accident and violation investigation to law enforcement personnel and have given safety lectures to various pilot groups.

Flight Instructor
Seminars

We conducted another Flight Instructor Seminar, our 15th, in July at North Adams. It was co-sponsored by the Sprague Electric Company, a long-time corporate aircraft fleet owner.

The flight instructor seminars have grown in popularity. Thus far we have awarded 818 graduation certificates since we started conducting the seminars in 1966.

Plans are underway for two additional seminars in 1975, June 17-19 in the Boston area and October 25-27 in the Springfield area, with one firm date and one tentative date for 1976.

PROMOTIONState Airplane and
Helicopter

Pilots of the Commission flew the Piper Aztec a total of 158 hours on inspections, investigations, flight checking of state owned navairs, engineering surveys, photo and administrative flights. 88 of these hours were for other departments.

The Commission's older helicopter was operated until it was traded in on October 31st. During the ten months it was flown a total of 161 hours, 159 of which were for other departments.

During November and December, the Commission's new turbine helicopter was flown a total of 48 hours, 45 of which were for other departments.

Waivers and Permits

Several aerial activities, providing public service required waivers or permits from the Commission. During 1974 we issued a total of 157. 58 of these were for sport parachuting at locations other than certified parachute jump centers. 54 were permits for supervisory parachute approvals. The remainder were for agricultural spraying and dusting, pipe line patrol, air meets, wildlife and forest fire patrol, scientific research and electronic testing.

Aviation Education

We published an aviation newsletter for distribution to more than 1000 organizations and individuals concerned with the aviation industry. Various high school, college and aviation groups viewed our aviation films and we continue giving lectures on aviation safety and the activities of the Massachusetts Aeronautics Commission.

Sport Parachute Jumping

In 1974 there were 19,038 parachute jumps at five parachute jump centers licensed by us at Fall River, Orange, Pepperell, Taunton and Turners Falls. 32 injuries were reported—one involved a fatality. We also approved 57 exhibition jumps into non-licensed areas.

Airport Directory

During 1974 we continued distributing our pocket-sized airport locator chart entitled "Massachusetts Airports". We expect to have an updated chart ready for distribution sometime within the next month.

Federal/State
Cooperation

Commission personnel continued to work during 1974 on the promotion and development of aviation and aviation safety by meeting with various federal groups to exchange accident and law enforcement information, to discuss airport improvements and changes in federal regulations.

LOCAL SERVICE AIRLINE PASSENGERS

Boston-PBA	20053
Air New England	235928
Downeast	16353
Command	6920
Winnepesaukee	8746
Pilgrim	18293
Hyannis-Delta	11052
Air New England	75287
Martha's Vineyard-Delta	9370
Air New England	34857
Nantucket-Delta	11336
Air New England	65973
New Bedford-Delta	4229
Air New England	13525
Pittsfield-Command	14675
Provincetown-PBA	20053
Worcester-Delta	35378

CONTROL TOWER COUNT

Boston-Logan	288076	Hyannis	93253
Norwood	248024	New Bedford	87768
Boston-Bedford	244434	Worcester	83051
Westfield	142029	Nantucket	51564

INSTRUMENT APPROACHESOn FAA Nav aids

Boston-Logan	22338	Worcester	13238
Boston-Bedford	17479	Nantucket	11352
Hyannis	14269	Westfield	10353
New Bedford	13390		

On State Nav aids

Norwood	5530	Plymouth	215
Beverly	4744	Great Barrington	202
Lawrence	3007	Taunton	179
Fitchburg	950	Orange	37
Pittsfield	911		

Note: We received no count of instrument approaches from the FAA on the following additional state nav aids — Fall River, Palmer and Provincetown.

OUR PLANS FOR 1975

Our airport noise study is scheduled to be completed in December at which time we hope to be able to give the Governor all of the details necessary for adoption of a state policy and for any required legislation.

If the Airport Development Aid Program is extended by the Congress and amended to include delegation of most federal functions to the states, there will have to be some changes in MAC's table of organization and procedures to take advantage of the proposed increased federal funding through untied grants which do not have to be locally matched. This should enable the MAC more efficiently to maintain what we now have in airports, to make necessary improvements to take care of developing air transportation needs, and to save both the state and local taxpayers some money.

We will, of course, carry on with all of our statutory duties and responsibilities.

Respectfully submitted,

James F. Nields, Chairman
Francis D. Adomaitis
Albert J. DiGregorio
Warren E. Manter
Francis X. Messina

Crocker Snow, Director of Aeronautics

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THE TALESPINNER

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